



It's in your hands ~ "Build a stronger community – Shop Locally"

**AGENDA
WORK SESSION
MAYOR AND COUNCIL
COUNCIL CHAMBERS · 473 S. Main Street, Room #106
FRIDAY, NOVEMBER 2, 2012
8:00 A.M.**

Note: Council member(s) may attend Council Sessions either in person or by telephone, video, or internet conferencing.

1. **Call to Order**
2. **Roll Call**
3. **Pledge of Allegiance**
4. **Tour of Butler and Rezzonico Parks**
5. **Presentation, update, and discussion by Vamshi Yellisetty of JACOBS regarding the Planning Assistance for Rural Areas (PARA) study.** Note: This discussion is expected to begin at approximately 9:00 a.m.
6. **Discussion and consideration of the following Capital Improvement Projects:**
 - a) **Rezzonico Park Improvements**
 - b) **Butler Park Improvements**
 - c) **Camp Verde Trail System**
7. **Adjournment**

Posted by:

V. Jones

Date/Time:

10-25-2012

11:30 a.m.

Note: Pursuant to A.R.S. §38-431.03 A.2 and A.3, the Council may vote to go into Executive Session for purposes of consultation for legal advice with the Town Attorney on any matter listed on the Agenda, or discussion of records exempt by law from public inspection associated with an agenda item.

The Town of Camp Verde Council Chambers is accessible to the handicapped. Those with special accessibility or accommodation needs, such as large typeface print, may request these at the Office of the Town Clerk.



Agenda Item Submission Form -- Section I

Meeting Date: November 2, 2012

- Consent Agenda Decision Agenda Executive Session Requested
- Presentation Only Action/Presentation

Requesting Department: Public Works

Staff Resource/Contact Person: Ron Long

Agenda Title (be exact): Presentation and update by Vamshi Yellisetty of JACOBS of the PARA Study, (Planning Assistance for Rural Areas) and possible discussion.

List Attached Documents: *Power Point Presentation

Estimated Presentation Time: 30 Minutes

Estimated Discussion Time: 15 Minutes

Reviews Completed by:

- Department Head: Ron Long Town Attorney Comments: N/A

Finance Department N/A

Fiscal Impact:

Budget Code: _____ **Amount Remaining:** _____

Comments:

Background Information:

- September 7, 2011, Resolution 2011-855 -Council approves submission of Application to ADOT Multimodal Planning Division requesting funding for a PARA Study.
- Staff was notified on October 5, 2011, that the submission was selected for funding.
- Jacobs was selected by ADOT to prepare the PARA study of the intersection of SR-260 & Industrial Dr/Goswick Way and the business corridor of Finnie Flat Rd., Main Street, Montezuma Castle Highway and the Y intersection connecting the three roads.
- June 13, 2012 Jacobs gives a Power Point presentation outlining the purpose and objectives of the study.
- July 24, 2102 staff was informed that ADOT has already completed the warrant analyses of SR-260 at Industrial Dr/Goswick Way. on October 3rd Council directed staff to persue an Intergovernmental Agreement with ADOT for the design and construction of a roundabout at SR-260 and Industrial Dr/Goswick Way.
- August 27, 2012: amended PARA study will concentrate on the Finnie Flat Road from SR-260 to Main Street, and the Y intersection connecting Finnie Flat, Main Street and Montezuma Castle Highway
- October 1, 2012: first Stakeholder Meeting for Utilities, State, Local and Tribal representatives to discuss the project and provide feedback, ideas and concerns

Recommended Action (Motion): N/P This is a presentation only in preparation for the Public Meeting scheduled for November 7th

Instructions to the Clerk:



Town of Camp Verde Business Corridor Study

Finnie Flat Road: SR 260 to Main Street

Town Council Presentation
October 25th, 2012



ADOT

JACOBS



Study Overview and Purpose

The Town of Camp Verde, in cooperation with ADOT, is in the process of conducting a planning study to identify and evaluate transportation improvements along the **Finnie Flat Road Business Corridor**, with particular emphasis on the Tri-intersection (Finnie Flat Road/Main Street/Montezuma Castle Highway).

❑ **The primary purpose of this study:**

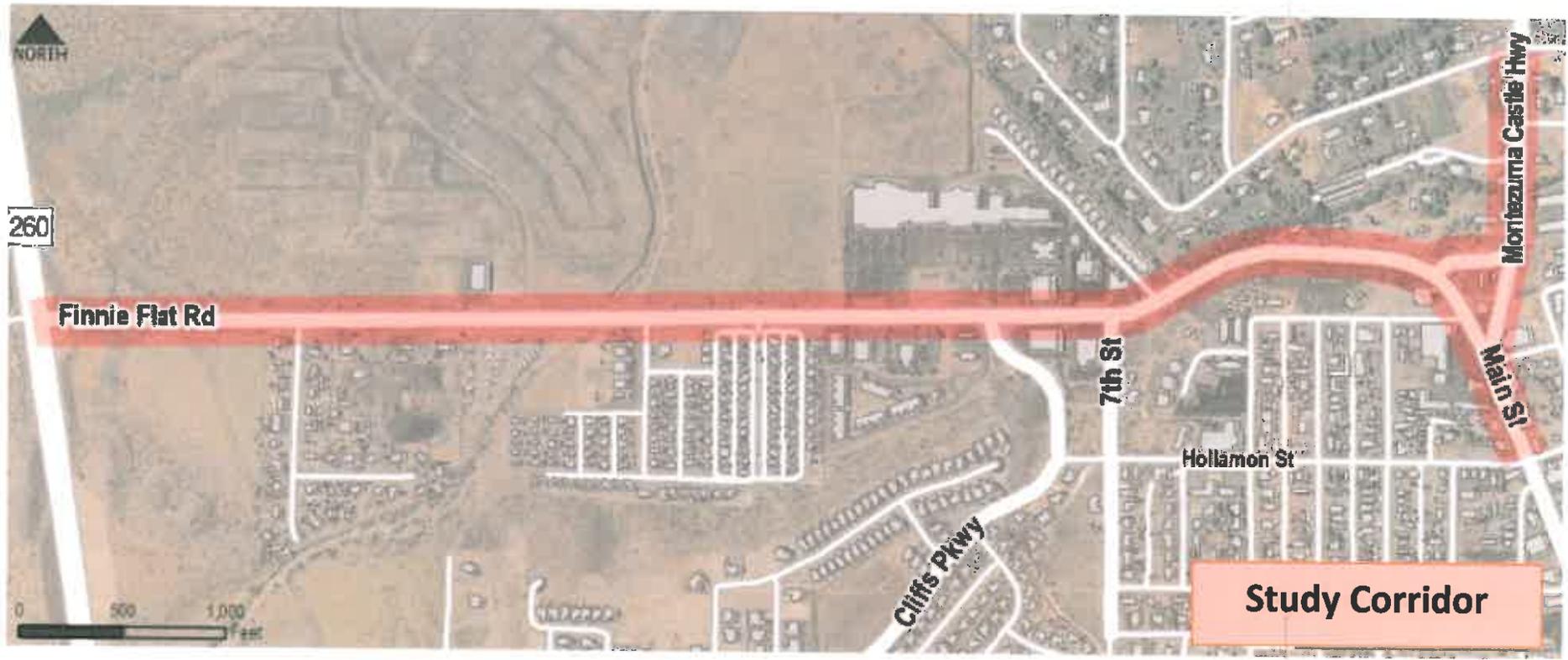
- **Conduct a comprehensive evaluation** of the Finnie Flat Road Business Corridor, including the Tri-intersection.
- **Develop a vision** for the Finnie Flat Road Business Corridor that will benefit the town residents, business owners, visitors, and future developers.
- **Identify specific improvement strategies** to address the needs of the corridor and to realize the “vision” of the corridor.

❑ **The study will examine:**

- Vehicular traffic congestion and circulation
- Pedestrian and bicycle needs
- Roundabouts, traffic signals, and parking options
- Streetscaping
- Economic and growth strategies

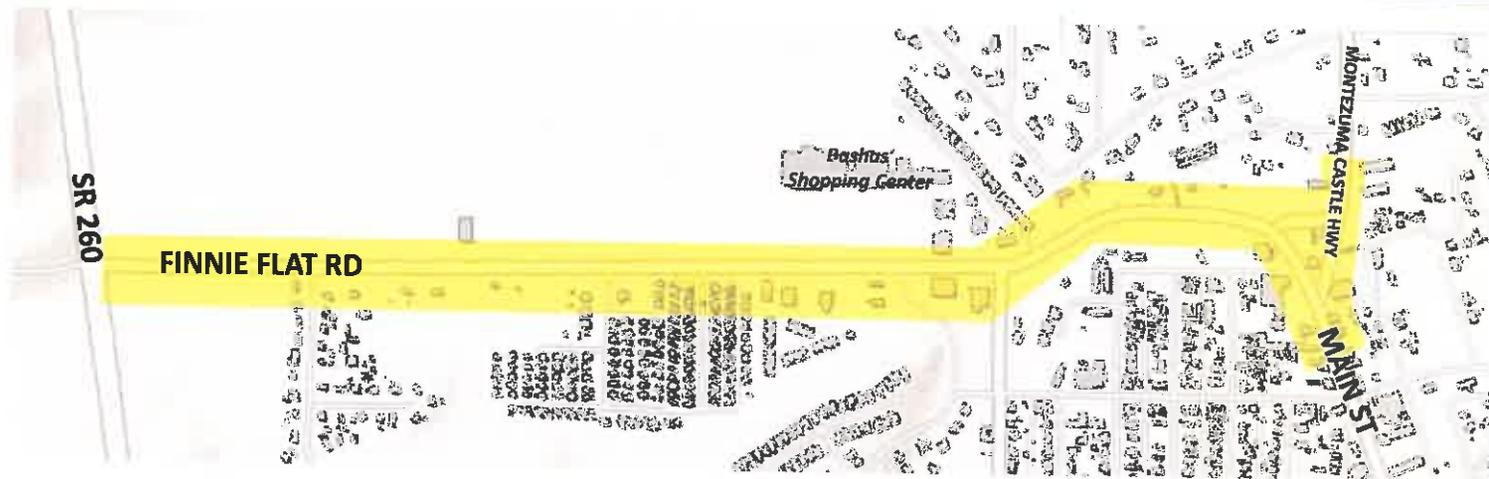


Study Corridor





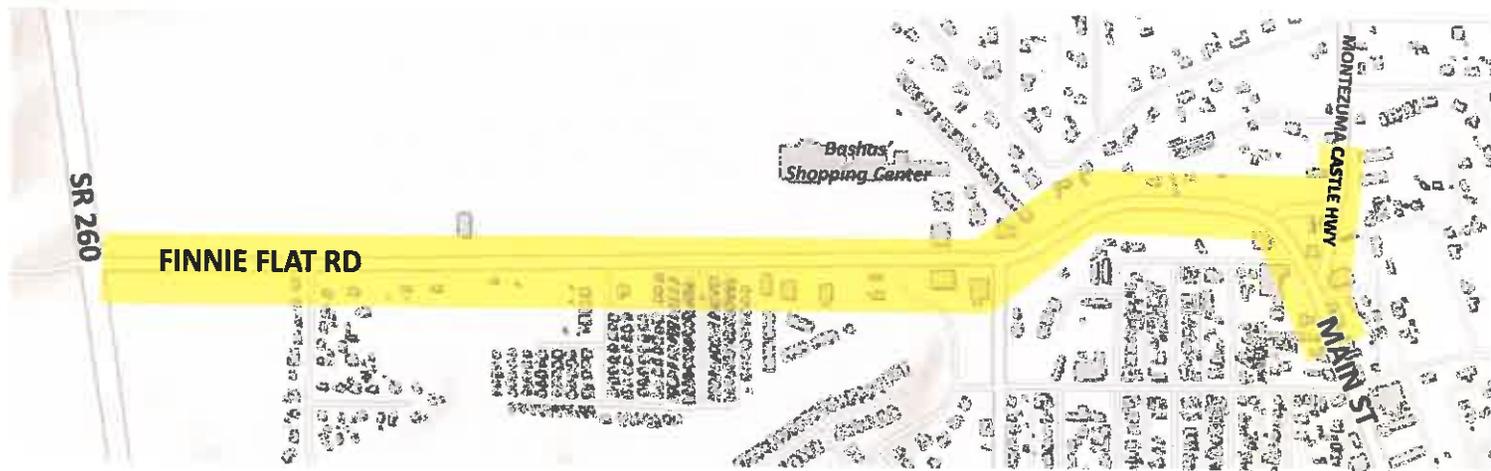
Corridor Snapshot - Characteristics



- Length of the Corridor: ~1.4 miles
- Number of Lanes:
 - SR 260 to Groseta Dr: 4 Total Lanes (EB – 2 Lanes, WB – 1 Lane, Center Turn Lane)
 - Groseta Dr to 7th St: 3 Total Lanes (EB – 1 Lane, WB – 1 Lane, Center Turn Lane)
 - 7th St to Main St: 2 Total Lanes (EB – 1 Lane, WB – 1 Lane)
- Roadway Width Range (Not ROW): 35 – 68 feet
- Speed Limits: 25MPH – 35 MPH
- Functional Classification: Rural Minor Arterial



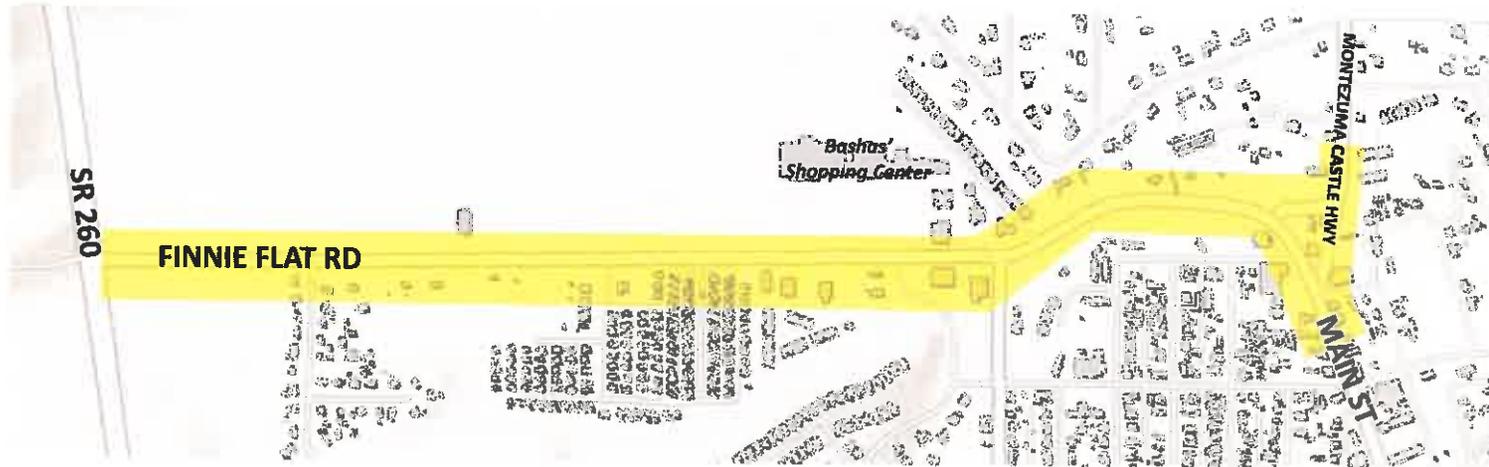
Corridor Snapshot – Land Use



- **Acreage:**
 - Vacant parcels : ~155 acres
 - Occupied parcels : ~174 acres
- **Primary Land Uses:**
 - Current: Commercial, Residential
 - Planned: Commercial, Residential



Corridor Snapshot



- ❑ Current Daily Traffic Volumes: ~ 4,500 – 7,400
- ❑ Year 2030 Daily Traffic Volumes: ~6,900 – 9,200
- ❑ Current Congestion Levels: Low to Medium
- ❑ Year 2030 Congestion Levels (without Any Improvements): Medium to High



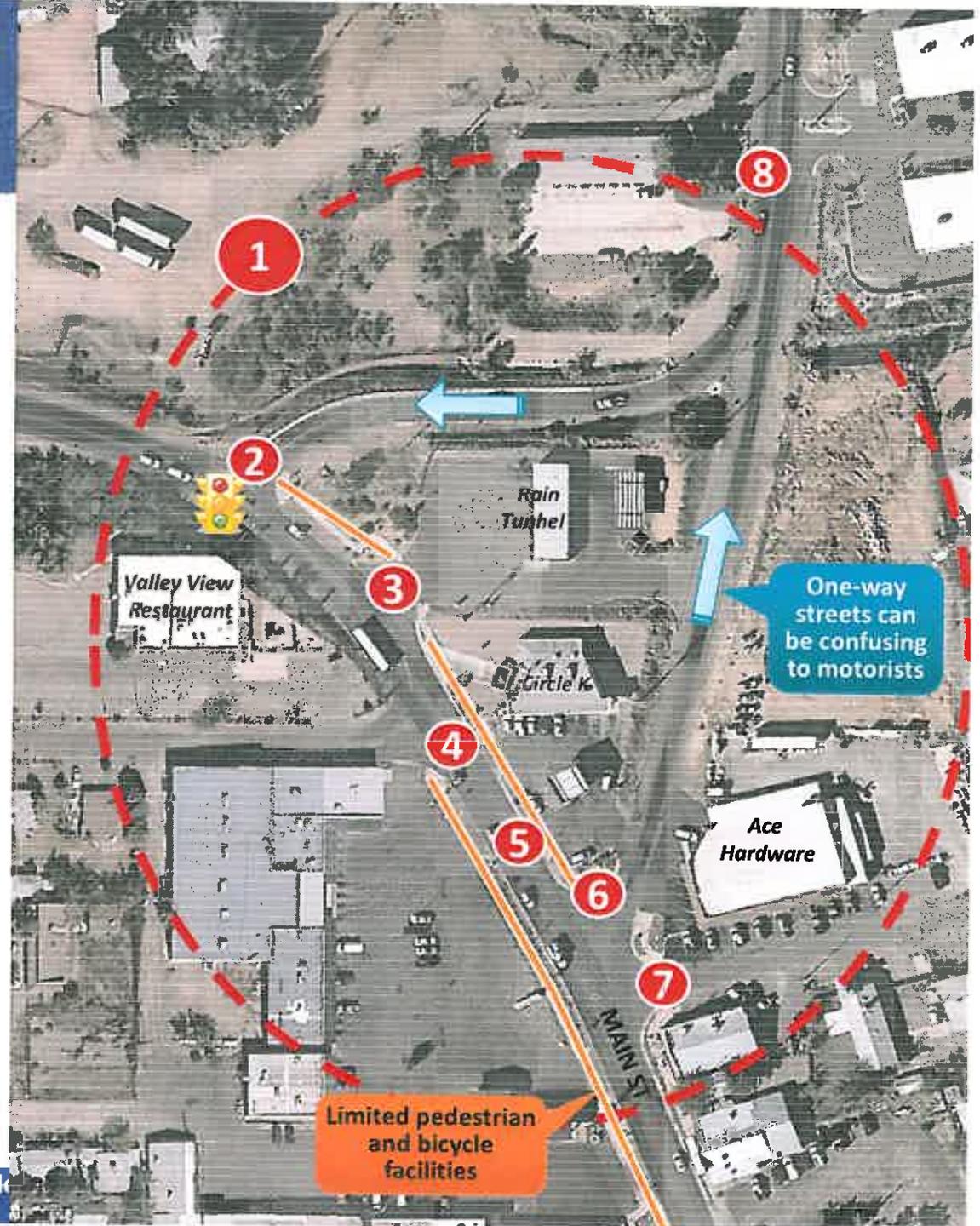
Corridor Study Issues





Tri-Intersection Study Issues

1. Several turn movements are confusing for drivers, especially tourists.
2. Left turn for trucks is extremely difficult due to steep grade.
3. Right-in and right-out only traffic movements into Car wash.
4. Unsafe left turns from Arnold St and exiting Circle K.
5. Unsafe traffic movements at Circle K and Shopping Complex driveways.
6. Unsafe U-Turn from Finnie Flat Rd to Montezuma Castle Hwy.
7. Traffic accessing Ace Hardware and Turner St adds more confusion to the tri-intersection.
8. Bike lane ends abruptly.





Tri-Intersection Intersection Concept



Tri-Intersection - 1

Improvements

- Traffic travels one-way, counterclockwise around triangle
- Existing traffic signal at Finnie Flat Rd/ Montezuma Castle Hwy will be removed
- Roundabout regulates traffic at Main St/Finnie Flat Rd/ Montezuma Castle Hwy and Turner St intersections
- Roundabout is a single-lane roundabout with a bypass lane from Finnie Flat Rd south to Main St
- Driveway on the east side of Circle K will be moved north so not to interfere with roundabout traffic
- Southern most driveway to Circle K on Finnie Flat Rd/Main St will be closed, but the driveway immediately north will remain
- Channelized turns on Montezuma Castle Hwy allows for free flow conditions

Challenges

- Will likely need to acquire new ROW
- The driveway immediately north of "Thanks a Latte" will need to be closed, but additional Commercial Plaza driveways still provide access
- Access to Camp Verde Realty may be affected by roundabout
- Access to Ace Hardware from the west is eliminated
- Some parking on the south side of Ace Hardware may need to be removed

Options

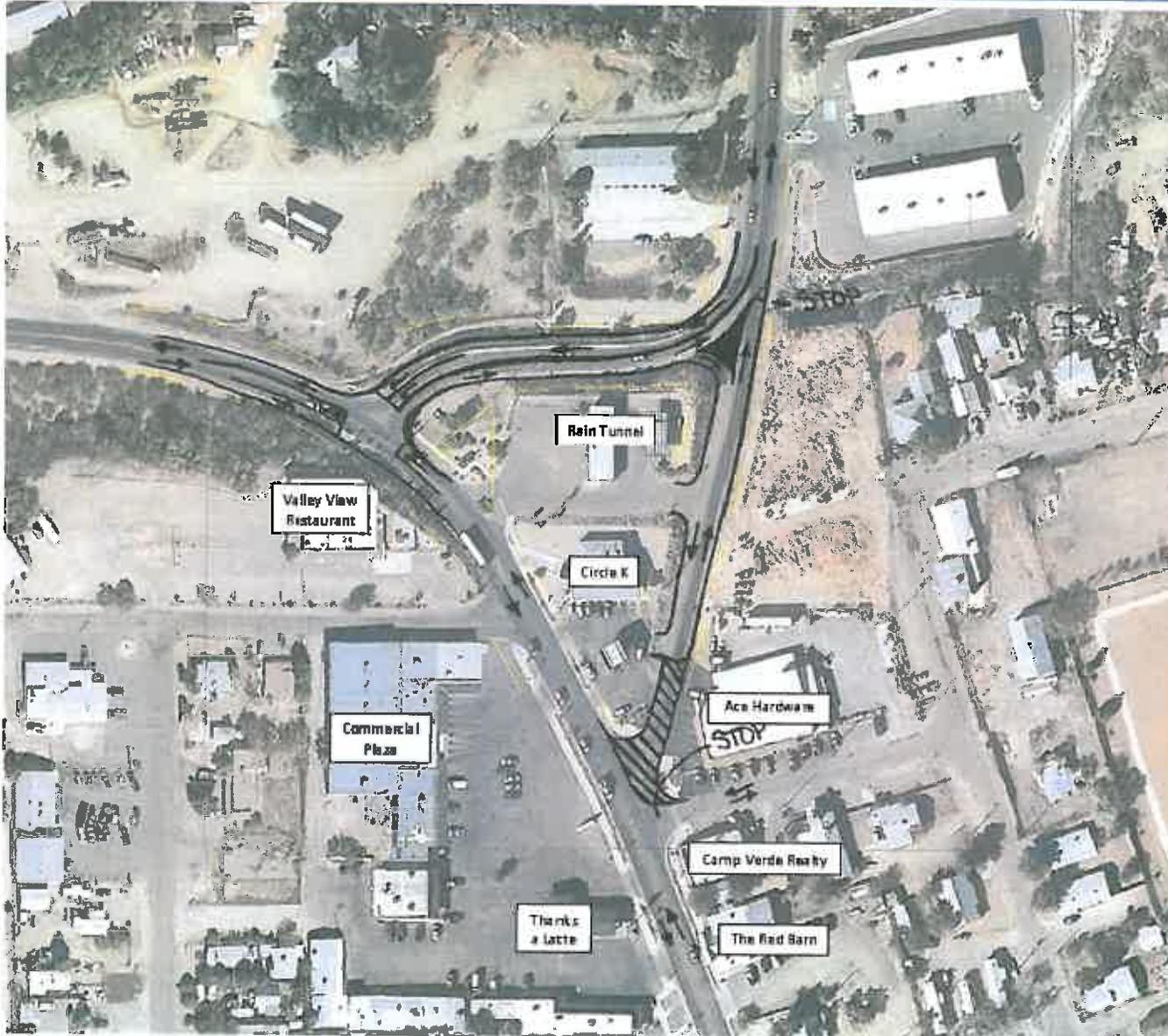
- Additional EB bypass lane on roundabout, if traffic volumes merit

— Approximate Right-of-Way
— Proposed Improvements





Tri-Intersection Intersection Concept



Tri-Intersection - 2

Improvements

- Montezuma Castle Hwy approaching Finnie Flat Rd becomes two-way with channelized turns
- Traffic signal at Finnie Flat Rd/Montezuma Castle Hwy intersection is modified to allow turns onto Montezuma Castle Hwy
- Signal timing will allow vehicles to safely make a left-turn uphill from Montezuma Castle Hwy to EB Finnie Flat Rd
- Direct access from NB Main St to Montezuma Castle Hwy is closed
- Driveway/access road connects the east side of Circle K/ Rain Tunnel to Montezuma Castle Hwy at stop-controlled intersection
- Driveway on the east side of Circle K will be moved north to allow access to Montezuma Castle Hwy
- STOP sign controls access from Turner St to Finnie Flat Rd/Main St

Challenges

- Access to Ace Hardware from the west will be eliminated
- Possible grade issues with widening Montezuma Castle Hwy to accommodate two-lane traffic

— Approximate Right-of-Way
— Proposed Improvements





Tri-Intersection Intersection Concept



Tri-Intersection - 3

Improvements

- Montezuma Castle Hwy approaching Finnie Flat Rd is closed
- Existing traffic signal at Finnie Flat Rd and Montezuma Castle Hwy is removed
- Montezuma Castle Hwy east of Circle K/Rain Tunnel becomes two-way roadway
- Roundabout regulates traffic at Main St/Finnie Flat Rd/ Montezuma Castle Hwy and Turner St Intersections
- Roundabout is a single-lane roundabout with a bypass lane from Finnie Flat Rd south to Main St
- Two lanes of traffic exit roundabout heading south on Main St, then reduce down to one lane if necessary
- Driveway on the east side of Circle K will be moved north to allow access to/from Montezuma Castle Hwy

Challenges

- Will likely need to acquire new ROW for roundabout
- The driveway immediately north of Thanks a Latte will need to be closed, but additional Commercial Plaza driveways still provide access
- Southern most driveway to Circle K on Finnie Flat Rd/Main St will be closed, but the driveway immediately north will remain
- Access to Ace Hardware from the west is eliminated
- Some parking on the south side of Ace Hardware is eliminated
- Access to Camp Verde Realty may be affected by roundabout

Options

- Allow Montezuma Castle Hwy approaching Finnie Flat Rd to remain open for one way right-turns onto Finnie Flat Rd only; this would allow for an optional truck route from Montezuma Castle Hwy to SR 260 via Finnie Flat Rd
- Additional EB bypass lane on roundabout, if traffic volumes merit
- Include a fifth leg on roundabout leading into center of Commercial Plaza parking lot

— Approximate Right-of-Way

— Proposed Improvements





Tri-Intersection Options Comparison

Potential Tri-Intersection Improvement Concepts

Concept 1



Pros

- Enhances circulation
- Reduces one-way and northbound Montezuma Castle Highway confusion
- Decreases visibility issues at traffic light at exiting Turner Street
- Safer turning movements onto Montezuma Castle Highway
- Less conflict points
- Opportunities for new sidewalks, bike lanes, and landscaping

Cons

- Right-of-way acquisition required from Shopping Center and Ace Hardware
- Rain Tunnel driveway affected
- Limits northbound access to Valley View Restaurant
- Driveways to shopping center and Circle K would need to be closed and/or moved
- Reduces parking area at Ace Hardware

Concept 2



Pros

- Enhances circulation
- No right-of-way acquisition
- Improves turning movements from Turner Street
- Finnie Flat Road and Main Street become one continuous corridor
- Opportunities for new sidewalks, bike lanes, and landscaping

Cons

- Access Road to Rain Tunnel and Circle K may be confusing
- May still have left/right-hand turning issues from Arnold Street, Circle K, and the shopping center
- Vehicles exiting on east side of Circle K and Rain Tunnel cannot go westbound to Finnie Flat Road

Concept 3



Pros

- Reduces confusion to access northbound Montezuma Castle Highway
- Less conflict zones on Main Street
- Improves turning movements from Turner Street
- Opportunities for new sidewalks, bike lanes, and landscaping
- Optional opportunity to keep Montezuma Castle Highway Slip Ramp as a one-way southbound lane to reduce congestion

Cons

- Roundabout may become congested with increased future traffic volumes
- Limits access to shopping center
- Driveways to shopping center and Circle K would need to be closed and/or moved

JACOBS

Town of Camp Verde Business Corridor Study
Finnie Flat Road: SR 260 to Main Street

ADOT



ADOT

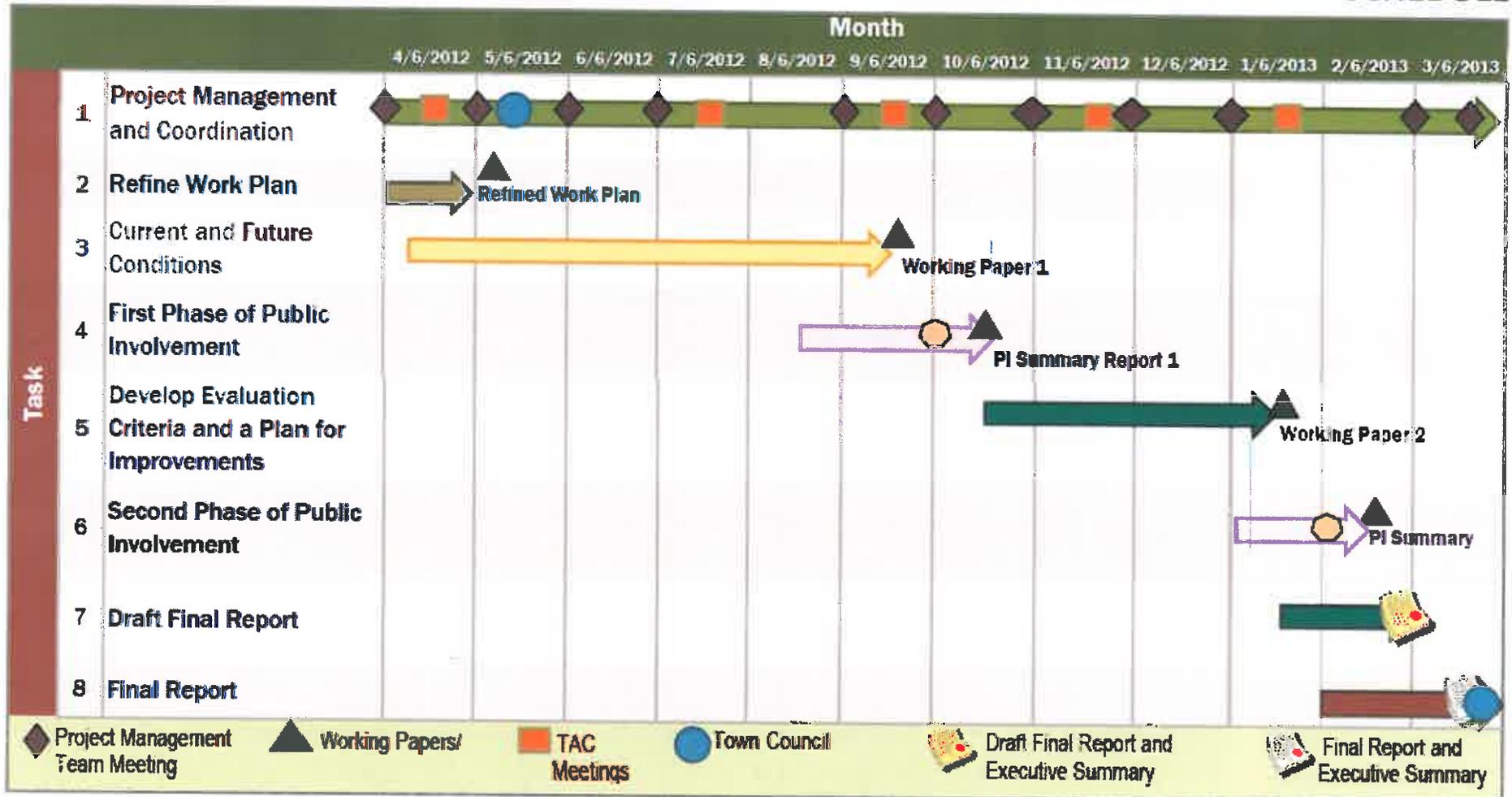
Town of Camp Verde Business Corridor Study
Finnie Flat Road (SR 260 to Main Street)

JACOBS



Study Schedule

SCHEDULE





Study Status

- Established a Technical Advisory Committee (TAC)**
 - First TAC meeting – COMPLETE**
 - Second TAC Meeting – October 17th**
- Stakeholder List – COMPLETE**
- Stakeholder Outreach Phase 1 – COMPLETE (October 1st)**
- Data collection**
 - Traffic counts – COMPLETE**
 - Background data: GIS data, Right-of-way plans, utilities, etc – COMPLETE**
 - Planning Level Field Review: COMPLETE**
 - Engineering Field Review: COMPLETE**
- Existing and Future Conditions Analysis – Draft Final**
- Public Meetings – 1) November 7th 2012; 2) FEBRUARY 2013**
- FINAL REPORT – MARCH 2013**